

**MINUTES OF LAYTON CITY  
COUNCIL STRATEGIC PLANNING  
WORK MEETING**

**OCTOBER 17, 2013; 5:42 P.M.**

**MAYOR AND COUNCILMEMBERS  
PRESENT:**

**MAYOR J. STEPHEN CURTIS, MICHAEL  
BOUWHUIS, JOYCE BROWN, BARRY FLITTON,  
JORY FRANCIS AND SCOTT FREITAG**

**STAFF PRESENT:**

**ALEX JENSEN, GARY CRANE, STEVE GARSIDE,  
TERRY COBURN, JAMES (WOODY)  
WOODRUFF, BILL WRIGHT AND THIEDA  
WELLMAN**

**The meeting was held in the Council Chambers of the Layton City Center.**

Mayor Pro Tem Francis opened the meeting and turned the time over to Alex Jensen, City Manager. Councilmember Bouwhuis gave the invocation and Councilmember Brown led the Pledge of Allegiance.

**AGENDA:**

**PRESENTATION: UDOT – HIGHWAY 89 AND ANTELOPE DRIVE IMPROVEMENTS**

Mr. Patrick Cowley, representing Utah Department of Transportation (UDOT), said from a recent open house held by UDOT, there were many great comments and concerns expressed by the citizens. He indicated that UDOT's main goals with completing the Antelope Drive connection to Highway 89 included connectivity, mobility and safety. Mr. Cowley reviewed benefits they hoped to gain with the project. He indicated that the main concerns expressed at the open house were with traffic on Antelope Drive and with the frontage road connection.

Mr. Cowley gave a brief history of the project and indicated that a study completed in 1996 included connections to Highway 89 at Antelope Drive, Gordon Avenue and Highway 193. He said the project would provide greater east/west access in the City. Mr. Cowley said this project was not the final build-out of the corridor; eventually there would be three lanes each way with limited access, and a frontage road system that would preserve the integrity of the expressway.

Mr. Cowley said a traffic study was completed on the Antelope Drive connection, and the frontage road connection to Antelope Drive. He said the study took into consideration a 4-way stop, a roundabout, and a 2-way stop at the frontage road; the 2-way stop provided the best traffic flow. Mr. Cowley said they anticipated that traffic patterns would change in the area. He explained the anticipated traffic patterns once the connection was made, and he explained the lights that were planned on Highway 193. Mr. Cowley said they would continue to monitor intersections for warrant of signals.

**Councilmember Freitag arrived at 5:57p.m.**

Mr. Cowley said they always looked at accommodating pedestrians and cyclists. He said they didn't encourage cyclists on Highway 89 because of the speeds. Mr. Cowley said there would be bike striping along the frontage road and Antelope Drive, and sidewalks on the frontage road.

Mr. Cowley explained safety issues associated with having UTA bus stops on Highway 89. He said there was a proposed Park and Ride lot adjacent to the frontage road north of Antelope Drive. Mr. Cowley indicated that noise walls were not part of the project, but they would be considered if noise levels were sufficient to warrant them. He indicated that UDOT had purchased a number of properties along the corridor.

**Mayor Curtis arrived at 6:00 p.m.**

Councilmember Bouwhuis asked what the size of the Park and Ride would be.

Mr. Cowley said 140 stalls.

Councilmember Bouwhuis asked how the buses would access the lot.

Mr. Cowley said they were looking at a couple of options. He indicated that it would be a fairly small lot, and there would probably be a pull-over lane for the buses on the frontage road, and they were looking at a roundabout north of the Park and Ride lot, on the frontage road, that would allow the buses to make a u-turn and get back onto Highway 89 from the Antelope Drive connection.

Councilmember Bouwhuis mentioned the stacking capacity between the frontage road and Highway 89 on Antelope Drive.

Mr. Cowley said it was just over 250 feet. He said they liked to get frontage roads as far away as possible. Mr. Cowley said for the traffic study, the a.m. peak values were the driving factor. He said there would be a free right, or no stop condition, for southbound traffic to help relieve stacking issues; stacking with the free right was down to 125 feet during peak travel times. Mr. Cowley said they didn't anticipate the intersection would have a stacking problem.

Councilmember Bouwhuis asked if they considered moving the frontage road intersection to the west.

Mr. Cowley said they did consider that; the problem was traveling north and south on the frontage road with topography issues. He said the cost was substantially higher even moving the road 50 feet to the west.

Councilmember Bouwhuis asked Mr. Cowley to speak to icy road conditions and the slope of the road. He said he recently drove that area and it appeared that the grade was about 6 to 7%.

Mr. Cowley said that would be generous; the grade was much higher. He said it was important to have a more level condition at intersections. He said the grade in some areas was as high as 10%. Mr. Cowley said further west on Antelope Drive the grade was as high as 12% in some areas. He said the approach to the frontage road, and continuing east to the connection to Highway 89 flattened out considerably; the areas where cars would be stopping were 5% or less.

Becky Laduka, 2279 Oak Forest Drive, said there was a 4-way stop sign at Antelope Drive and Oak Forest Drive. With increased traffic, was there any plan of modifying that intersection, or changing it to a 2-way stop?

James (Woody) Woodruff, City Engineer, said those questions would be addressed a little later.

Councilmember Brown said right now they were addressing UDOT's portion of the road. The City Engineer would address questions about the City's portion of the road a little later.

Ms. Laduka expressed concerns with the modeling that was shown at the earlier UDOT meeting, and there being no cars shown coming into the area, only cars leaving the area.

Mr. Cowley said that modeling was for the a.m. peak travel time.

Mayor Curtis asked that UDOT be allowed to finish their presentation and then the meeting would be opened for questions.

**Gary Crane, City Attorney, arrived at 6:12 p.m.**

Councilmember Brown asked if UDOT took into account the traffic that would be coming into the area during the a.m. peak travel times.

Mr. Cowley said they used actual traffic count information, and increased those counts by 30%, before they were put in the model. He said all the traffic was taken into account. Mr. Cowley said their website would be up tomorrow and would contain the traffic counts. He said residents could review that information online.

Councilmember Brown said with the counts, they took into consideration current traffic counts, plus added 30%. She said residents had mentioned that there would be more homes coming to the area, and they were concerned that those homes were not taken into consideration with the traffic modeling.

Mr. Cowley said in addition to the 30% increase, in the years 2015 to 2040, they added ½% growth every year. He said they considered how the road would function to 2040.

Councilmember Bouwhuis asked Mr. Cowley to explain how and when they counted traffic.

Councilmember Brown said another concern of the public was if sound walls were being considered.

Mr. Cowley said at this time they had not considered sound walls. He said UDOT had a noise policy and a sound wall would be considered as part of the project if the study indicated that it was needed.

Councilmember Brown asked if that study would be continued after the project was completed.

Mr. Cowley said the study would take current levels and look at the configuration, and then add factors to that. He said typically sound walls were part of the project if they were needed, based on the study.

Charles Allen indicated that he was a Traffic Engineer with InterPlan, which was a traffic and transportation engineering firm working with UDOT. He said they collected traffic data by having staff come out and actually tally the vehicles coming into and out of driveways and the direction the cars turned. That traffic was inputted into the traffic simulation model, which produced the results of how congested the intersections would be, and how the traffic would stack.

Councilmember Bouwhuis asked what hours of the day they conducted the study.

Mr. Allen said they collected data from both the morning and evening rush hours, which were typically the two busiest hours of the day.

Councilmember Bouwhuis asked if that was 7 to 9 in the morning and 5 to 7 in the evening.

Mr. Allen said typically the morning rush was 7 to 9 and the afternoon rush was 4 to 6.

Michele Smith, 2252 North 2550 East, asked what days of the week the studies were conducted.

Mr. Allen said traffic data was typically taken during the middle of the week; these were done on a Wednesday and a Thursday.

Ms. Smith asked what month they were taken; was school in session.

Mr. Allen said it was done during June.

Ms. Smith said it wouldn't have included any school traffic or school buses.

Keith Sisney, 2511 East 2550 North, asked if everyone was remembering that Antelope Drive was being connected to Highway 89 to allow for additional traffic from other communities. He questioned whether the model was valid even with the 30% increase.

Charles Allen said they used the Regional Travel Demand Model, which was a transportation model that encompassed the four urban counties along the Wasatch Front. He said that model took into account the population and employment of the area and allowed them to make those kinds of determinations. Mr. Allen said the 34% increase came from that Regional Travel Demand Model, which included all of the cities and towns from Spanish Fork to North Ogden.

Councilmember Bouwhuis said the estimated 30% increase was not an arbitrary number; it was based on that report.

Mr. Allen said that was correct.

Gary Barker, 2890 East 2500 North, said they heard the study was done two days a week in the summer. He suggested installing counters on Highway 89 and all of the 7 intersections that would be closed, and run those counters for an entire week. Mr. Barker said UDOT should rely on actual traffic counts instead of models. He indicated that this evening between the hours of 3 and 5 p.m. there were as many as 7 cars stacked up on Sunset Drive waiting to turn left onto Highway 89.

Councilmember Brown said she assumed that the light on Sunset Drive was timed for the traffic there, and she assumed that the light at Antelope Drive would be timed differently because of the amount of traffic that would be there. She asked how that would work.

Charles Allen said that was correct; they worked closely with UDOT traffic engineers to figure out a timing plan that would likely be implemented at this location. He said logically, if there was more traffic there would be more green time to the traffic coming off of Antelope Drive.

Councilmember Brown said she assumed that Ms. Smith was concerned with the traffic for Adams Elementary; she asked what the boundaries were for the school and where she was specifically concerned.

Michele Smith identified Skyview Drive on the map, the location of Adams Elementary, and the school boundaries. She said they were concerned with getting the children out of the school in the event of an emergency. Ms. Smith again expressed concerns with closing 7 accesses to Highway 89 and only having the Antelope Drive connection. She suggested that the Sunset Drive access be left open.

Daniel Baxter, 2842 Skyview Drive, expressed concerns with the Park and Ride that was being proposed,

and the additional traffic.

Rich Charca, 2556 East 2250 North, said the traffic model seemed flawed; an additional 30% in traffic was not high enough. He said with an additional 140 cars for a Park and Ride and UTA buses on the frontage road, making a left turn out of that area made no sense. Mr. Charca said a 4-way stop should be maintained at Oak Forest Drive or residents would never be able to access Antelope Drive.

Becky Laduka again expressed concerns with the Oak Forest Drive connection and additional traffic. She again suggested that Sunset Drive be left open.

Michele Smith said there was a Park and Ride in South Weber; she asked if that location had met capacity. She asked when the Park and Ride was added to the plan. Ms. Smith reiterated her concerns expressed at the earlier meeting about this project moving from a 20 year plan to a 1 year plan.

Mr. Cowley said there were a number of traffic related issues that Mr. Allen could address relative to combining accesses. He said as far as the Park and Ride was concerned, one of UDOT's goals was greater mobility and multi-modal transportation. Mr. Cowley said in conjunction with their partners, they tried to address needs as far as bicycles, buses and pedestrians. He said as early as he could remember, discussion suggested that a Park and Ride at this location would help with those goals. Mr. Crowley said bus stops on Highway 89 created numerous safety hazards. He said the plan for many, many years had been to make this a grade separated facility, which in essence eliminated all accesses except planned accesses, including Highway 193, Antelope Drive and Gordon Avenue.

Councilmember Flitton said it seemed a little subjective as to where the Park and Ride could be located. If people were going to drive to a Park and Ride, it could be placed in a more conducive location than this location. He said logic would tell him that a Park and Ride in this area would add enough traffic that it would not be logical at this point.

Mr. Cowley said relative to the functioning nature of the intersection, they did take into account the traffic from the Park and Ride, including bus traffic. He said UTA currently had Park and Ride sites at 200 North in Fruit Heights, and at South Weber Drive. Mr. Cowley said the idea was to eliminate stops in between, as much as possible, to accommodate this area with bus stops that were more convenient and safer.

Michele Smith said the Park and Ride was not conducive with the family feel of the area. She said UDOT had purchased many homes along the corridor, and she understood that the intent was to rent those properties. Ms. Smith said they would rather see those homes sold as soon as possible; they didn't want a high rental area.

Mr. Gary Barker said he wondered about the study for the Park and Ride; how many bus stops were on Highway 89 from South Weber to the one at 200 North.

Charles Allen said the last thing they wanted to do was build an intersection that didn't function properly. He said they looked at existing traffic volumes from all the connections, increased that by 34%, included 150 cars for the Park and Ride with an additional 50 drop offs, and included additional growth through 2040. Mr. Allen said with all of that traffic added together, they were able to achieve a good level of service, and the cuing didn't back into the frontage road intersection. He said they tried to take a very conservative approach and they had taken steps to make sure it worked, such as the free right turn lane.

Mayor Curtis asked how many bus stops were currently on Highway 89.

Mr. Cowley said there were 2 on the east side and 1 on the west side that would be eliminated.

Mr. Cowley said relative to the properties that were purchased; properties were purchased under the Corridor Preservation Act. He said to be fiscally responsible, they purchased them as they went along instead of all at one time. Mr. Cowley said as far as selling the properties back; when they no longer anticipated a need for the property, they were surplus and sold back. He said in this area, when the full build-out had not been completed, they would not be good stewards of taxpayer dollars to sell that property at this time.

Councilmember Bouwhuis said Ms. Smith had asked the question the other night about how a project that was on a UDOT 20-year cycle, moved up to a 1 year plan.

Mr. Cowley said all projects of this nature that were funded went through the Transportation Commission. He said with it being 17 years since the environmental document was signed, they constantly looked at projects or properties that could keep that document valid. Mr. Cowley said he didn't have the information about how it was determined to do this project at this time, but there was a house bill with funding and it went before the Transportation Commission. This project was identified as one to be designed and constructed.

Councilmember Brown said she understood that this project had been out there for 20 years. She said when it was first looked at, it was 20 years ago. Even if the case was that it had been on the 20 year plan, it had been there for 20 years.

Tim McKinney, 2586 E. Antelope Drive, asked if this was designed over the 20 year period or was it designed in the last 6 months. He asked if they were aware of the school bus stop at the Oak Forest Drive/Antelope Drive intersection. Mr. McKinney said he was concerned about the location of that school bus stop with additional traffic. He expressed concerns with icy roads and the topography of Antelope Drive. Mr. McKinney asked if they typically put Park and Ride lots in residential areas.

Mr. Cowley said the project wasn't designed over 20 years. He said their process typically took a year to complete.

Mr. McKinney asked if they looked at traffic patterns over the 20 years to see what the increase had been.

Mr. Cowley said the historic use was factored into the traffic demand model. He said they did not look at the specifics of Oak Forest and Antelope Drive. He said they were working very closely with Layton City's Engineer relative to stop signs and bus stops in this area. Mr. Cowley said Mr. Woodruff would address those issues. He said Oak Forest Drive was beyond the scope of the project.

Mr. McKinney asked how long the plan would last; did it get the City to 2020, 2030 or 2040.

Mr. Cowley said it went beyond 2040. He said 30 years was about as far as traffic modeling could accurately predict. Mr. Cowley said icy conditions would be addressed by the City. He said the Park and Ride on 200 North in Fruit Heights was in a residential area and accommodated 150 cars.

Councilmember Bouwhuis said he thought that there was an 8 foot rock wall separating the Park and Ride at 200 North from the residential area.

Michele Smith again mentioned this being a 20 year plan and moving to a 1 year plan. She also asked what the grade of the road would be comparable to. Ms. Smith expressed concerns with all the rentals in the area, but also indicated that she would be renting her home.

Mr. Cowley said they would flatten the approach to the frontage road connection as much as possible. He explained some of the grades in the area.

Councilmember Freitag said Ms. Smith indicated that she didn't want more rentals in her area, but she would be renting her current home and moving to another home in the area.

Michele Smith said she didn't want the area to become known as a rental community. She said there needed to be a balance in the community. Ms. Smith asked how many rental homes UDOT had in the area.

Mr. Cowley said he understood that they had 3 rentals on Brenton Circle, with a total near 12.

Michele Smith said she thought that there were 15 rental homes in the area owned by UDOT. She said that was a very high percentage. Ms. Smith asked who would be responsible for the road during a storm.

Mr. Cowley said the City would assume ownership of Antelope Drive and the frontage road; UDOT would continue to maintain Highway 89.

Michele Smith asked who would own the property on the north and south side of Antelope Drive that didn't contain homes.

Mr. Cowley said it would continue to be owned by the State.

Michele Smith asked who would maintain the property.

Mr. Cowley said it would be maintained as any vacant property would be in the City of Layton.

Michele Smith asked if there was ever any issue of dumping, who would they contact.

Mr. Cowley said the State of Utah would be responsible for that.

Michele Smith asked when the extension of Gordon Avenue would occur.

Mr. Cowley said it was in the same environmental document, so it would be in the same situation as this project.

Michele Smith said it could be done from 1 to 20 years.

Mr. Cowley said that it could be.

Michele Smith said Mr. Cowley kept saying that it would be taken into consideration; what did that mean.

Mr. Cowley said the process they were going through now was preliminary design; nothing was set in stone. He said as they went through the process, their main goal was connectivity and mobility. To achieve that, it was important to consider all options. As they went through the reviews, part of that was to gather comments and concerns. Mr. Cowley said the fact that they were here this evening presenting information to the Council, and entertaining questions and addressing concerns, indicated that they wanted to address those concerns, whether both sides agreed on the outcome. He said they wanted to make sure the residents understood that they were listening and were concerned.

Michele Smith said they had three high priority issues: 1) taking 7 outlets down to 1, they would like to see the Sunset Drive outlet maintained; 2) pedestrian and bicycle safety (the surface on Antelope Drive was horrible and they would like a bike path similar to the one on Legacy Parkway); and 3) noise and trucks on the road.

Mr. Cowley said a bike path was not part of this project.

Mayor Curtis said Antelope Drive currently had a bike path.

Michele Smith said they would like to see a bike path on the frontage road.

Councilmember Brown said she thought Mr. Cowley had indicated that there would be a bike lane on the frontage road.

Mr. Cowley said there would be a striped shoulder to accommodate bicycles.

Michele Smith said a striped shoulder was very different than a biking lane or path.

Mr. Cowley said it would be built similar to many others in the area. He said it would be striped specifically for bicycles. Mr. Cowley said there would be five foot shoulders.

Michele Smith asked questions relative to a buffer between Highway 89 and the frontage road.

Mr. Cowley said as good stewards of high speed facilities, UDOT required a “clear zone.” He said the clear zone was 30 feet, and did not allow for trees or brush in that area. Mr. Cowley said they tried to maintain that clear zone 30 feet from the travel lane. He said to introduce trees into that area would introduce a safety hazard to the traveling public.

Michele Smith asked if the sound wall in Fruit Heights was 30 feet from the travel lane.

Mr. Cowley said the walls were typically protected by a barrier on the bottom, which directed traffic back into the travel lane.

Michele Smith asked if the answer was no.

Mr. Cowley said he wasn't sure what the distance of the sound wall was from Highway 89.

Michele Smith asked if he could let her know.

Mr. Cowley said sure; he would be happy to go measure the distance for Ms. Smith.

Councilmember Brown said for her understanding, that for the protection of those that live on either side of Highway 89, UDOT normally had 30 feet from Highway 89 to where there was a home.

Mr. Cowley said from a travel lane, to any obstruction, it was 30 feet.

Councilmember Brown said but the sound walls had something built into them that bounced traffic back into the travel lane and kept it from going into homes that might be near the highway.

Mr. Cowley said because it was an obstruction within the clear zone, they liked to protect those with barrier. Anything within the clear zone needed to be clearly marked, so that you could see that it was a



hazard, or it was protected with barrier. He said the barrier itself was a hazard within the clear zone and they didn't like to introduce it unless it was necessary.

Michele Smith asked what their noise reduction options would be.

Mr. Cowley explained that a noise study would be done as part of the environmental study. The sound would be measured. He said as part of the noise policy, there were mitigations they could go through. Mr. Cowley said he was waiting to get information back from the environmental engineers as to what those might be.

Ronald Price, 2552 E. Sunset Drive, said he moved into his home in December 1977; this December it would be 36 years. He said his understanding 36 years ago was that on the Master Plan, Antelope Drive would be pushed through to Highway 89. Mr. Price said all of the comments received so far had been against that, and there were some genuine concerns about how this would be handled, but he knew that a lot of people on Sunset Drive were tickled with the fact that traffic on their street would be reduced. He said he had waited 36 years for Antelope Drive to be completed and he was glad to see it finally make the funding category; it didn't make sense to have a super nice street like Antelope Drive dead end at Oak Forest Drive. Mr. Price said there would be problems with icy roads whether it was Antelope Drive, Sunset Drive or Oak Forest Drive. He said there were a lot of people in the area that were looking forward to traffic being reduced in their neighborhoods.

Councilmember Freitag said reducing traffic on Sunset Drive would be beneficial for those living on Sunset Drive. He asked Mr. Price to comment on closing off the Sunset Drive connection to Highway 89 and having to travel another way to access Highway 89.

Mr. Price said obviously it wouldn't be as convenient, but for the reduced traffic he was more than happy to go left or right at the top, and take the frontage road. He said everyone's traffic patterns would adjust.

Councilmember Freitag asked about keeping Sunset Drive open.

Mr. Cowley said it would be very detrimental to the traffic flow on Highway 89. He said they discouraged having a major access so close to another one; Sunset Drive was within ½ mile of Antelope Drive.

Councilmember Freitag asked if there could be a southbound free-flow from Sunset Drive, but not allow the northbound access.

Mr. Cowley said it would be counterproductive to the design of Antelope Drive to have one more access there. He said the best case scenario was to combine all of those and bring them to a signalized intersection, which made it safer for those entering and exiting onto Highway 89.

Terry Coburn, Public Works Director, said he would like to address a couple of the questions. He said relative to riding a bike on Antelope Drive with the chip and seal that was recently done; the number one priority of the City when it sealed a road was to maintain longevity and to maximize the life of a road; it was not to make it bike friendly. Terry said there were trails and other places in the City to ride a bike.

Terry said the Public Works Department was well aware of priorities relative to the removal of snow and safety issues. He said the City's best equipment and people were deployed to the east side of the City, and in particular to Antelope Drive, because of the hills and the problems they created. Terry said that particular area received the most up to date and experienced drivers the City had. He said that didn't mean the City valued life in that area any more that it did out west, but in this town when you were removing snow, there could be 14 inches of snow in Oak Forest and 2 inches of snow out west.

Terry said for almost 40 years he had heard residents indicate that they paid a lot of taxes and deserved more service. He said about 2/3 of property tax collected went to Davis County Schools; the portion that went to Layton City didn't even come close to paying for the services the residents received. Terry said each year a budget was set, but as with last January there was no way to predict the amount of snow that would fall. He said the Public Works Department had never been turned down, or had to sacrifice safety, for material that was needed. Terry said the Council and City Manager were well aware of that and were very good at giving them the resources that were needed. He said there had never been a fatality in his years with the City on that Antelope Drive section of road, and he was sure that there hadn't been a fatality in the City due to the lack of snow removal.

James (Woody) Woodruff, City Engineer, said they were excited to attend the open house held by UDOT and to receive comments from the residents. He said one of the major concerns expressed was with the truck route. Woody said from Church Street east on Antelope Drive, there was an 8 ½% grade, and traveling up the hill it increased to a 12 ½% grade. Traveling more to the east, there were some slopes that would be 10% for a few hundred feet. He said national standards for larger trucks tried to maximize the slopes at 7%. Woody said with that, the City would propose to limit or restrict larger trucks in this area. He said the City was working with UDOT to install signage that would direct truck traffic to Highway 193. Woody said the City would also work on enhanced signage at the Church Street intersection directing truck traffic to Highway 193.

Councilmember Flitton asked about the size of trucks that would be limited.

Woody said it would be restricted by weight; he said there was currently a 13,000 pound restriction sign at Church Street. He said there had to be some exceptions, such as moving vans, or R.C. Willey type delivery trucks. Woody said it would basically limit 18 wheelers. He said larger trucks could not accelerate or decelerate on the grades, and there were also concerns with noise from engine brakes.

Woody said the City was also looking at a potential roundabout at the Church Street intersection. He said there was a sight distance problem as traffic came up the hill.

Woody said there had been a question about the Oak Forest intersection. He said Antelope Drive was an arterial street. Because of the additional volume of traffic that was anticipated, the City was looking at reducing the speed to 35 mph from Highway 89 to about 1800 East. He said they would recommend that the frontage road be 30 mph. Woody said the Oak Forest intersection would be a 2-way stop, which would promote the flow of traffic from east to west on Antelope Drive.

Debbie Richardson, 2465 E. Antelope Drive, explained why she felt that the Oak Forest intersection needed to stay a 4-way stop. She mentioned that the Public Works Department did an excellent job in plowing Antelope Drive in the winter.

Council and Staff discussed the steep grade on the north and south side of Oak Forest as it tied into Antelope Drive, and sight distance issues with that intersection.

Councilmember Flitton asked if that intersection could remain a 4-way stop.

Woody said Staff would look at all of the concerns and evaluate that area.

Kathy Roman, 2239 North 2550 East, asked if it was possible to reduce the speed to 30 mph. She asked if the Park and Ride property was owned by the State or the City.

Woody said they would evaluate the speed.

Mayor Curtis said the property was owned by the State, and they would determine if the Park and Ride went in.

Tim Brennan, 2264 North 2650 East, asked if the project was going to happen no matter what. If this didn't happen, the people that had been impacted negatively over the years, would not be affected very much. He said he was sorry that they had endured this for 30 years, but once this happened there would be at least a 30% increase in traffic. The people that would be impacted would be those that lived on Antelope Drive, and their lives would change dramatically.

Mayor Curtis said the details of the project were not set in stone, but the project would be completed. He said the project would need to be refined and gotten to a point that was acceptable.

Tim McKinney asked if there could be a roundabout at the Oak Forest intersection.

Woody said it could be considered. He said there would be many factors such as right of way acquisition and slopes.

Keith Sisney said he didn't think the Park and Ride was needed; the lots at Weber Drive and 200 North were not full.

Michele Smith again mentioned keeping the Sunset Drive connection open. She said the Park and Ride was not needed at this point; put it in when it was needed.

Rich Charca said at the earlier meeting, the Park and Ride was not set in stone; what had changed. He indicated that in a communication with Senator Stuart Adams, Senator Adams said the project was being pushed through as a result of a petition from neighbors in the areas wanting the project; he didn't realize that there was opposition to the project.

Mr. Cowley explained how projects moved forward from the Transportation Commission.

Councilmember Francis asked how set in stone the Park and Ride was.

Mr. Cowley said they always assessed need. He said UTA indicated that during peak time, which was the a.m. peak, the lots were full. Mr. Cowley said UDOT worked with their partners in determining need, which included Layton City, UTA and the State. He said he wouldn't say that it was set in stone.

Councilmember Francis asked if there was a way to hold off on the Park and Ride until it was determined that a need really did exist.

Mr. Cowley said they had determined that there was a need. He said each project had a sponsor, and he could take this information back to the sponsor to be addressed.

Councilmember Bouwhuis said there were 100 stalls in the 200 North lot; 140 stalls at this location seemed high.

Mr. Cowley said UTA had indicated that the 200 North lot was under built; there was a lot of on street parking that caused issues for the buses. He said some of that traffic would be drawn to this location.

Uriah Kennedy, 2775 East 2250 North, identified his property on a map. He said he had an issue with

eminent domain and what was happening with his property. Mr. Kennedy said he understood the project was going through, but he would like to limit the amount of property that was being taken from him. He said without the Park and Ride they would need less of his property for the frontage road. Mr. Kennedy said the Park and Ride would be better suited by the gas station.

Mr. Cowley said UDOT did have a meeting scheduled with Mr. Kennedy next week. He said in planning ahead, this intersection would eventually be an on/off ramp similar to the one on Highway 193. Mr. Cowley said they would discuss this situation with Mr. Kennedy at the meeting next week.

Timothy Rasmussen, 2589 East 2700 North, expressed concerns with Hobbs Creek Drive as it connected to Highway 193.

Daniel Baxter thanked Mayor Curtis and the Council, and UDOT for the great discussion this evening. He said there seemed to be a lot of questions that were still not answered. Mr. Baxter suggested a meeting with UDOT so that all of their concerns could be addressed.

Mayor Curtis said the City would be happy to facilitate a meeting with UDOT.

Keith Sisney suggested that Senator Adams be invited to the future meeting.

Gerald Gilbert, 3117 East 1300 North, thanked UDOT and the City for the recent repairs to various approaches that tied into Highway 89. He asked if the access from the gravel pit on the east side of Highway 89 would be closed, and if the Cherry Lane access would be closed. Mr. Gilbert said this project would reduce cross traffic at the Oak Forest intersection. He said this project was needed. Mr. Gilbert said this was another instance of “not in my back yard.” He said the Gordon Avenue connection also needed to be done. Mr. Gilbert said he had known that Antelope Drive was going through for many, many years; when the Gordon Avenue connection was made there would be another group of people complaining that they didn’t want that in their back yard.

Mr. Cowley said as part of this project, UDOT would not be closing any accesses south of Country Oaks Drive. He said Cherry Lane and anything south of that were not part of this project.

**The meeting suspended at 8:27 p.m.**

**The meeting reconvened at 8:45 p.m.**

Michele Smith expressed concerns with sewage and drainage issues in the area with all of the additional black-top from the frontage road and the Park and Ride lot. She said she understood the gentleman’s comments about not in my back yard. Ms. Smith said she did see advantages with the project being completed, but she wanted to make sure it was done right. She suggested that the Park and Ride be in a different area.

Councilmember Flitton said he was sure that the engineering process would make sure that the infrastructure was adequate and that there would not be any flooding problems.

A gentleman said he had lived in the area for 25 years and appreciated the project. He said the majority of the people in the area supported the project. He said by the size of the road, you would have to know that Antelope Drive was an arterial street and that it would eventually be connected to Highway 89.

Pam Barker, 2890 East Sunset Drive, expressed concerns with access traveling northbound to Ogden.

Alex Jensen, City Manager, said as a point of clarification, there was some indication earlier that by having a meeting with Senator Adams they may be able to unwind the project or have him indicate that he didn't want to do the project. Alex said that would not be a simple thing. Legislators may help secure funding through the State budgets, but they did not decide which projects were funded and which were not. He said once money was made available, it went to the State Transportation Commission, which Mr. Cowley referenced, which was a completely independent and separate body consisting of people appointed by the Governor. Alex said they were the ones, with the funding that had been made available, who prioritized how that money should be spent, and they were the final deciders, not the individual legislator that helped secure the money. He said for this project, there was actually a meeting and public comment was taken before the decision was made. Alex said he didn't want anyone to have false hope that by going to Senator Adams the project could be stopped. He said it was very unlikely that the State Transportation Commission, after having prioritized projects, and taken input, would reverse that. Alex said it would put Senator Adams in a very difficult situation because he didn't control it, he simply tried to get funding to benefit the area.

Michele Smith asked if Senator Adams could have any input on the Park and Ride.

Alex said he didn't know, but his guess would be that Senator Adams would have little input into that. He said that was an operational, functional question. Alex said he would encourage the residents to have those discussions with UDOT.

Becky Laduka again expressed concerns with closing 7 accesses and only having 1; the Sunset Drive access should be left open. She indicated that the Park and Ride should be by the gas station.

**The meeting adjourned at 9:02 p.m.**

---

Thieda Wellman, City Recorder